

LISTING OF THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of the Claims:

1-7. (Canceled).

8. (Previously Presented) A method for signaling information relevant for an operation of a motor vehicle, comprising:

forming the information by an operating point of a drive unit of the motor vehicle;

forming a haptic signal at a control element of the motor vehicle as a function of the operating point, wherein an optimum operating point of the drive unit is indicated by the haptic signal; and

determining the optimum operating point as a function of a setpoint value for an output variable output by the drive unit and as a function of an instantaneous operating variable of the drive unit.

9. (Previously Presented) The method as recited in Claim 8, wherein the control element includes an accelerator pedal.

10. (Previously Presented) The method as recited in Claim 8, wherein the optimum operating point includes an optimum engine efficiency.

11. (Previously Presented) The method as recited in Claim 8, wherein the set point value for the output variable includes a setpoint torque.

12. (Previously Presented) The method as recited in Claim 8, wherein the instantaneous operating variable includes an engine speed.

13. (Previously Presented) The method as recited in Claim 8, further comprising:

determining the output variable as a function of a position of the control element.

14. (Previously Presented) The method as recited in Claim 8, wherein a haptic signaling starts approximately when the optimum operating point is reached.

15. (Previously Presented) The method as recited in Claim 8, further comprising:

forming the haptic signal by a restoring force acting on the control element.

16. (Previously Presented) A device for signaling information relevant for an operation of a motor vehicle, comprising:

an arrangement for forming the information by an operating point of a drive unit of the motor vehicle;

an arrangement for forming a haptic signal at a control element of the motor vehicle as a function of the operating point, wherein an optimum operating point of the drive unit is indicated by the haptic signal; and

an arrangement for determining the optimum operating point as a function of a setpoint value for an output variable output by the drive unit and as a function of an instantaneous operating variable of the drive unit.

17. (Previously Presented) The device as recited in Claim 16, wherein the control element includes an accelerator pedal, and wherein the optimum operating point includes an optimum engine efficiency.

18. (Previously Presented) The device as recited in Claim 16, wherein the output variable includes a setpoint torque, and wherein the instantaneous operating variable includes an engine speed.

19. (Previously Presented) The device as recited in Claim 16, wherein the control element includes an accelerator pedal, wherein the optimum operating point includes an optimum engine efficiency, wherein the output variable includes a setpoint torque, and wherein the instantaneous operating variable includes an engine speed.

20. (Previously Presented) The device as recited in Claim 16, further comprising:

a determining arrangement to determine the output variable as a function of a position of the control element;

wherein the control element includes an accelerator pedal, wherein the optimum operating point includes an optimum engine efficiency, wherein the output variable includes a setpoint torque, and wherein the instantaneous operating variable includes an engine speed.

21. (Previously Presented) The method as recited in Claim 8, wherein the control element includes an accelerator pedal, and wherein the optimum operating point includes an optimum engine efficiency.

22. (Previously Presented) The method as recited in Claim 8, wherein the output variable includes a setpoint torque, and wherein the instantaneous operating variable includes an engine speed.

23. (Previously Presented) The method as recited in Claim 8, wherein the control element includes an accelerator pedal, wherein the optimum operating point includes an optimum engine efficiency, wherein the output variable includes a setpoint torque, and wherein the instantaneous operating variable includes an engine speed.

24. (Previously Presented) The method as recited in Claim 8, further comprising:
determining the output variable as a function of a position of the control element;
wherein the control element includes an accelerator pedal, wherein the optimum operating point includes an optimum engine efficiency, wherein the output variable includes a setpoint torque, and wherein the instantaneous operating variable includes an engine speed.